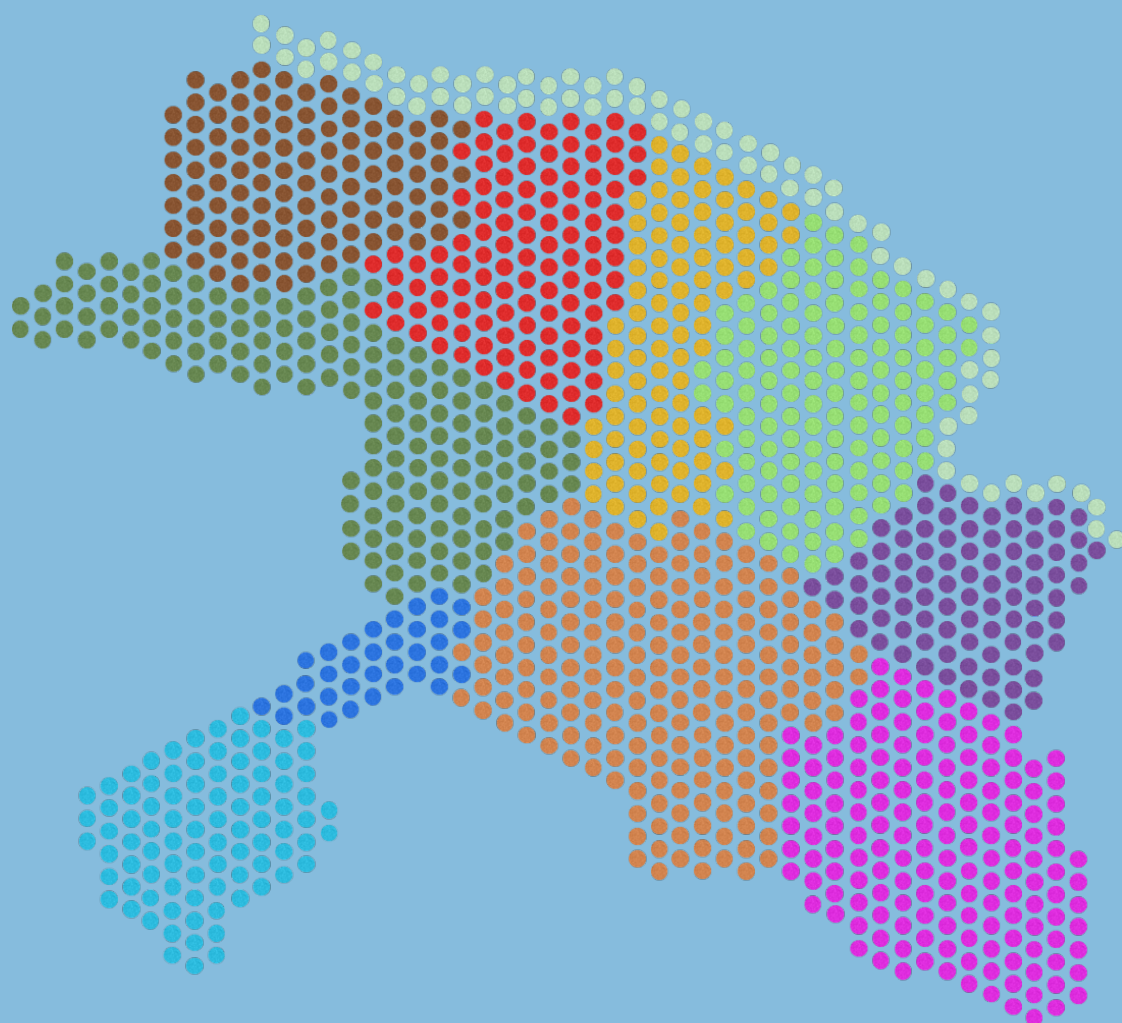


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Glasgow South Central Scenarios Workshops: A&DS Report and Findings March 2021

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Background

Introduction

The workshops held in November 2020 and described in this report were organised by Architecture & Design Scotland for Glasgow City Council, involving professional and community stakeholders. This series of four workshops was built on the outcome of a Place Standard community consultation carried out by Glasgow City Council in June 2020. The workshop output and subsequent analysis and recommendations will help shape spatial planning for 9 neighbourhoods as part of Glasgow’s South Central Local Development Framework. A full participant list is included in Appendix 1

The findings of the workshops have been summarised in this report, which concludes with a series of recommendations for Glasgow City Council.

These outline the need for:

- Improved interaction of South Central with the city centre
- Improved links between communities - bridging severance East-West and North-South
- Culture change to reduce impacts of traffic and roads infrastructure
- Improved public transport accessibility, particularly in Toryglen
- Improved high street vitality, non-driver accessibility and new local centres
- New and improved parks and open space, particularly in Tradeston and Laurieston
- Public realm investment – improving the walking experience between and within neighbourhoods.
- Activating of routes through new development
- Stretching the benefits of current initiatives such as TRA sites outside the ‘red line’ boundary.
- Creative flood mitigation and prevention – including more blue and green infrastructure integrated in to new and existing developments.
- A culture change to support a whole place approach to planning for climate change: new and aligned professional skills
- Support empowerment, participation and local identity

Partnership Approach

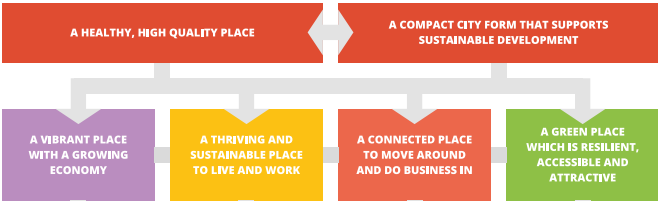
Architecture & Design Scotland (A&DS) have worked in partnership with Glasgow City Council as part of its Place Planning for Decarbonisation programme. Glasgow South Central Local Development Framework is one of the four selected pilot projects. These have a wide reach across Scotland with other pilots in Lerwick, Elgin and Strathard. In contrast to the others, the Glasgow pilot tests opportunities for decarbonisation in the spatial planning of a high density urban environment.

South Central Glasgow is one of three areas identified in the city for the preparation of a Local Development Framework as part of Glasgow’s City Development Plan’s sustainable spatial strategy. Glasgow City Council’s Spatial Strategy team have been working with A&DS whilst preparing a Local Development Framework for the area. The intent is to deliver planning change at a local level where it is recognised that an additional layer of planning intervention is required, justifying more detailed consideration and action focused intervention.

Glasgow’s City Development Plan (GCDP), adopted in March 2017 sets a 10 year planning framework for the City for the future use of land and infrastructure.

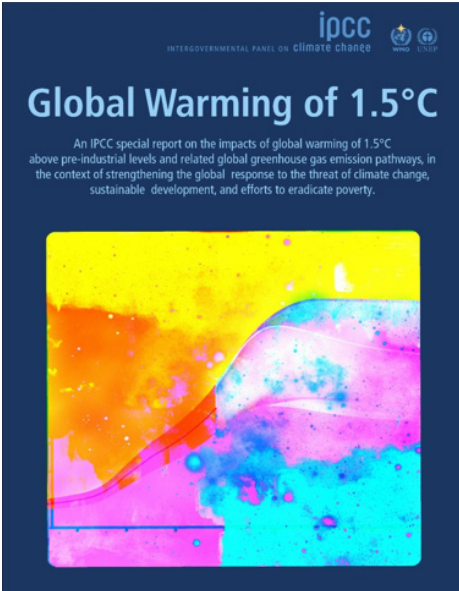
The GCDP is guided by two overarching aims of healthy, high quality places and a compact city form whilst four key objectives including a thriving, sustainable, green and connected place.

The South Central Local Development Framework is the first of this scale of plan and this process will help inform the proceeding LDFs for Pollok and Drumchapel.



Key aims & Strategic Outcomes for Glasgow City Development Plan by Glasgow City Council

Workshop Process



IPCC Special Report on Global Warming of 1.5°C



Glasgow Climate Protest - photo by tbc

Workshop Process

As the full impact of climate change on our future is not certain, the use of scenario planning was considered a helpful technique to explore these challenges creatively. Scenario planning allows participants to look long-term and imagine an aspirational future, rather than accepting past or current trends. The method is not designed to arrive at a specific answer but instead is used to conceive, explore, and evaluate a series of future conditions and the outcomes they produce. This helps to scope out a preferred and feasible course of action.

Four workshops were held over two days on 12 and 19th November. Each involved a two hour online workshop focusing on one of the four neighbourhood clusters. The workshops were structured with opening presentations by A&DS and Glasgow City Council's Spatial Strategy Team, followed by interactive group discussions involving local stakeholders and then a plenary sessions to share findings.

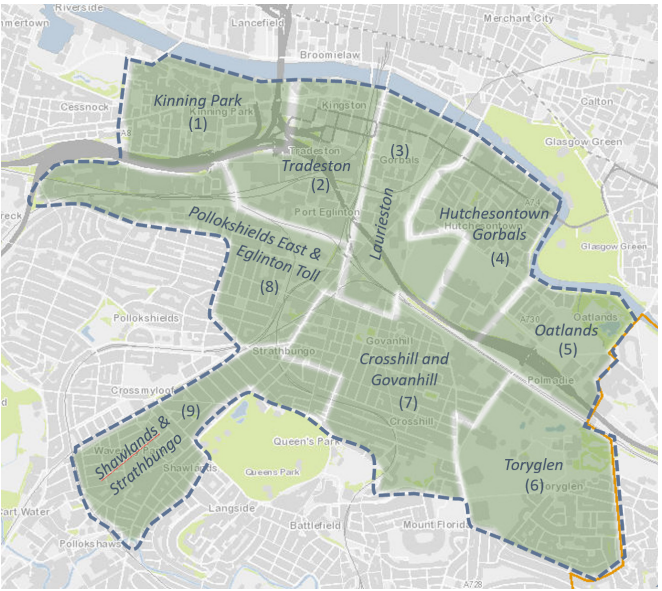
Ahead of the workshop baseline briefing was issued to participants including:

- socio-economic profiles for each of the 9 neighbourhoods with an overview of the area, highlighting the key issues and challenges as well as strengths and opportunities.
- a report and analysis of Place Standard Survey responses from each of the 9 neighbourhoods in the area.

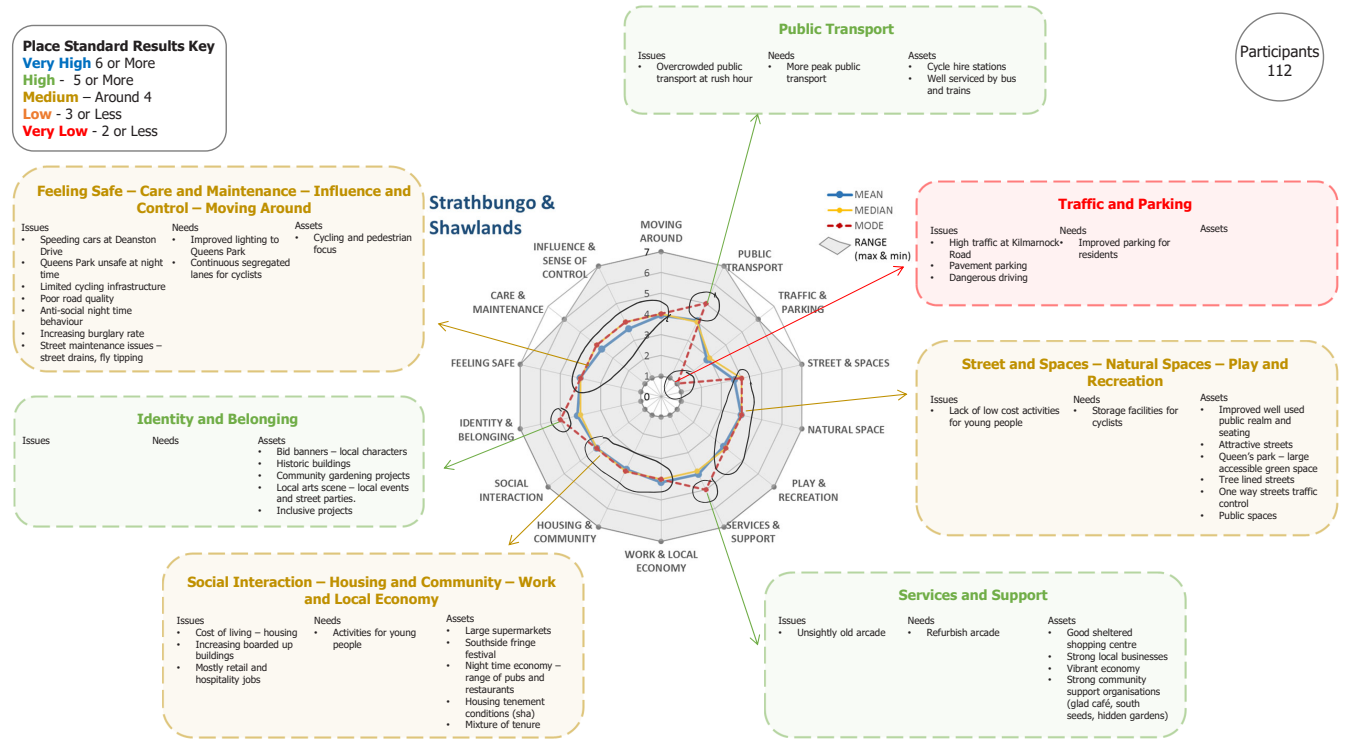
Neighbourhood Clusters

Across the series of workshops, local issues were tested for clusters of two or three adjoining neighbourhoods at a time. The large scale of the wider South Central area was broken down in this way to aid discussion at each workshop and focus on place specific issues and opportunities. Each cluster had a distinct place-based identity and identified levels of community concern with regard to place quality, linking to local perceptions highlighted in the Place Standard survey.

Feedback from the Place Standard survey was summarised in an annotated Place Standard compass diagram for each of the nine South Central neighbourhoods. This is an example. The full set are included in Appendix V.



South Central Neighbourhoods - GCC



Strathbungo and Shawlands Place Standard Results - A&DS/GCC

Scenario Workshop Discussions

Scenario 1 - Climate Emergency

A changing climate is not only a global, but a local matter. In the Scenario 1 sessions we were tasked with discussing an aspirational future for the built environment and to ponder how life in the South Central neighbourhoods will need to change between 2020 and 2050 to thrive as a carbon conscious place.

We asked, what if in 30 years...

- The city streets become unbearable in summer months?
- Flood defences regularly fail and are too expensive to repair?
- Many existing homes with households experiencing fuel poverty have not been refurbished to achieve EPC B?
- Local food supply chains have not been established and nurtured?
- Affordable low impact public transport and active travel routes do not connect neighbourhoods to places of work?

The cluster focused discussions raised both common and neighbourhood specific themes. While the priorities identified in the sessions are summarised on subsequent pages, the following provides a brief summary of a selection of the discussion topics.

Cluster 1 - Kinning Park and Tradeston

As the neighbourhoods are the closest to the Clyde, discussions focused on the potential impact of future flooding and the adaptation required to live with the increased flood risk.

Solutions beyond a tidal barrage and upgrades to existing Quay walls were discussed, options to re route water into the neighbourhoods as an asset, rather than a risk. It was noted, that should a move to invite the water into the neighbourhoods was adopted, it would also offer up an opportunity to simultaneously address the issue of vacant and derelict land by increasing the open space, green infrastructure and biodiversity in the neighbourhoods. Activating the river, the river edge and visible soft management of water may attract multi generations to reside in Kinning Park and Tradeston.

Priorities identified include:

- Embrace the water - use it to alleviate the issues outlined in the 2050 scenario
- Identify the future of the purposes of the city centre - this will define whether Kinning Park and Tradeston are places people will want to live/dwell in coming years
- Break down the grey - both existing and new building fabric and landscaping

Cluster 2 - Laurieston, Gorbals and Oatlands

The lack of useable green and open space in the neighbourhoods was observed, and that there is an opportunity to review flood risk adaptation through the design of multi-functional open spaces that imaginatively manage water, not only from the Clyde, but localised surface water drainage issues. Re-thinking the neighbourhood's relationship with River Clyde and valuing it as a resource that could aid with the future mitigation of the impacts of climate change.

Maintenance (and lack of resources for maintenance) was discussed as barrier to effective change in relation to green and blue infrastructure. Community led co-design was highlighted as an opportunity to increase their capacity and empowerment to assume ownership of their communal spaces, which could work towards the eradication of the maintenance barrier.

Priorities identified include:

- Embrace, don't fear the water - imaginative water management to be included within the urban fabric
- Community empowerment is key - build on what currently exists within the Gorbals and Laurieston through meaningful participatory engagement and collaborative design
- Public Transport - create a network that supports behaviour change and acknowledge the impacts of climate change on travel choices



Cluster 3 - Toryglen, Govanhill and Crosshill

Differences between the Cluster 3 neighbourhoods were highlighted, from housing stock and open green space, to the uptake of sharing initiatives. The physical and behavioural severance between Govanhill/Crosshill and Toryglen was also noted as considerable. Whilst the differences mean that a single approach to climate change adaptation will not be successful, improved links will allow each neighbourhood to better access to services and resources available in each. This in turn may offer up possibilities for the successful grassroots projects, learning and networks (that already exist), to spread beyond their current boundaries.

The capacity of existing housing to tackle the impacts of climate change was also a concern. Maintenance is already an issue, so too, the perceived and actual barriers preventing significant installation of renewable technologies within conservation areas. Multi stakeholder collaborative working is required to unpick the systems preventing large scale adaptation change, and to deliver realistic and impactful changes.

Priorities identified include:

- Address the physical barriers between the neighbourhoods so they can support each other to become thriving resilient neighbourhoods benefitting from their respective High Street and large-scale green space
- Education/Culture Change – work with agencies to understand and break down barriers to address climate change adaptation issues
- Rebalance priorities when planning development – such as nature-based solutions to be integral to all projects, not an add on

Cluster 4 - Pollokshields East, Eglinton Toll, Strathbungo and Shawlands

Flooding is at a localised level in these neighbourhoods, rather than associated with the River Clyde. They are dense urban areas, and the sewage system is already at capacity and will not be able to manage the increasing rainfall and water levels of the future. A move to adopt large scale soft, natural solutions, rather than hard engineered solutions could generate co-benefits, limit disruption to streetscapes and potentially save money in the long term (e.g preventative spend). There is an opportunity to work with the Roads department to challenge current practice, reallocate roads space, reeducate residents and push the ambition of the neighbourhoods.

Severance between neighbourhoods is an issue, as with other clusters, not only with the neighbourhoods closer to the Clyde, but also those further out in the city. Whilst car ownership is considered low within these neighbourhoods, car use is extremely visible because of passing commuter and business vehicle traffic. Reallocation of road space for interventions that focus on the needs of residents (green space, air quality etc.) paired with improved public transport and active travel networks could work to shift behaviours and dependency away from private car use.

Priorities identified include:

- Work with other Local Authorities/Regions that surround Glasgow to identify the plans that will shift their resident's reliance away from private car use to enable road space reallocation for active travel and street greening
- Better understand behaviour change barriers of decision makers and delivery bodies and work together to overcome them
- Prioritise nature-based solutions to address the impacts of climate change that generate co-benefits e.g., food, health & wellbeing, water/air quality and biodiversity

Scenario Workshop Discussions

Scenario 2 - 20-Minute Neighbourhood

The concept of a 20-minute neighbourhood has been gaining traction in recent years, the idea that people in any part of a town or city should be able to find shops, green space, public services, leisure facilities, and ideally work, within 20 minutes' walk of a good affordable home. In turn this reduces the reliance on the private car to access amenities, reduces unnecessary carbon emissions, makes roads and pavements safer for all and helps improve the community's health and well-being.

We asked, what if in 20 years...

- Following the COVID-19 pandemic of 2020 and in light of the global climate emergency it became apparent that amenities should be easily accessible to all residents.
- It is now possible to meet all your day to day needs within a 20-minute walk (10-minute cycle), including local shops, recreation areas, schools, and GP/dentist surgeries.
- What impact will this have on the area?

Cluster 1 - Kinning Park and Tradeston

Connectivity for modes of transport other than car were a key issue in this area – a workshop participant who lives in the area noted that they walk or drive to work as cycling is not safe. The volume of traffic, particularly on Paisley Road West and at motorway junctions was seen as a considerable barrier to permeability and liveability. The variety of uses in the area were seen as both opportunities and barriers with discussion touching on the residential areas of Kinning Park, and the industrial and recreational uses in Tradeston.

Knitting together the area with safe navigable and attractive routes was seen as a key priority, to make the place “sticky” and enable, for example, the parents dropping off the kids to a party in Tradeston to feel confident to wander the area and find a local café. There was discussion around whether a market-led approach is correct in all areas and whether other policy mechanisms that encourage small business would have better outcomes. The lack of dedicated greenspace within the

area was also discussed with proposals for “green routes” as opposed to dedicated park areas.

Priorities identified include:

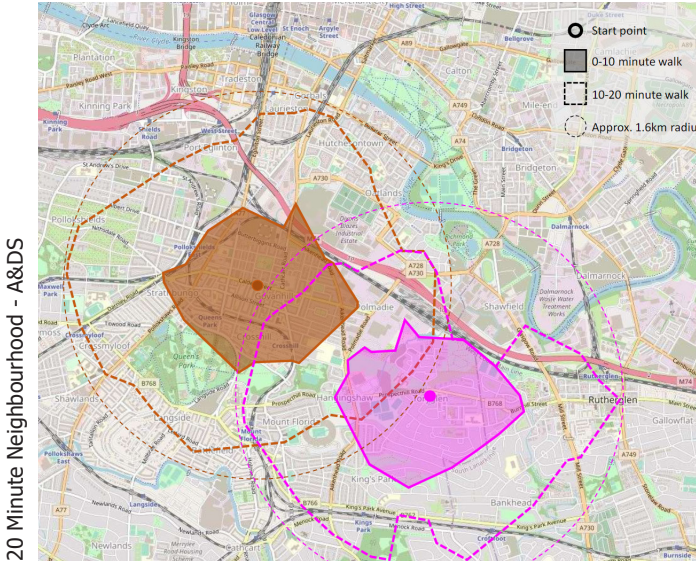
- Prioritising people's experience of walking routes through the place – Making places sticky
- Incentivising the right developments in the area -
- Promoting greenspace which is key to joining up areas - through green routes and incidental spaces

Cluster 2 - Laurieston, Gorbals and Oatlands

It was noted that the Gorbals functions as a 20-minute neighbourhood and that the 10 minute radii of Laurieston, the Gorbals and Oatlands all overlap creating potential for a chain of interdependent neighbourhoods, however there are considerable barriers to this. Volume of road traffic along main corridors is a key barrier - while within the Gorbals active travel is fairly easy with attractive streets and routes, the area is an “island” with Laurieston cut off by the barrier of Cathcart Road and access to the potential “breathing space” of the Southern Necropolis severed by Caledonia Road. Retaining heritage assets was discussed as well as the importance of re-stitching routes to make it easier to travel east and west, particularly for families in Laurieston accessing schools in the Gorbals. The retail park was seen as a barrier in its reliance on car transport and it was also noted that the area lacks in flexible small scale business units - cafes and small shops are seen as key in encouraging walking by offering services and improving the perception of an area- but the lack of traditional tenement development means the area is short on small scale and meanwhile space for potential enterprise.

Priorities identified include:

- Improve East – West connection. Restitch key routes by working with existing assets, new connections and softening barriers
- Small scale, flexible and adaptable workspace should be available to allow for local led business, or entrepreneurship
- The experience of moving through the area is key: ensure routes are safe, accessible and green



Cluster 3 - Toryglen, Govanhill and Crosshill

This discussion had a good representation of participants who lived in, knew and had worked in the area. Govanhill and Crosshill were seen quite differently in character and ambience to Toryglen and so discussion switched between them until the end where it was discussed how to better knit localities together to offer opportunities from each area to residents of the other. Govanhill and Crosshill were discussed as pre-existing 20 minute neighbourhoods, traditional tenemental areas with a number of shops and key services focused around Allison Street and Victoria Road. Toryglen is an area of post-war housing which was seen to be more family focussed and with great greenspace assets and potential, and local services which are often difficult to locate. It was noted that despite the large supermarket people in Toryglen rely on either Govanhill or Rutherglen for 20 minute neighbourhood services but the Local Authority boundary can be a barrier to coherent active travel routes.

Community coherence and inclusion was seen as an issue in both areas but for different reasons: from coexistent but separate cultural communities in Govanhill to different geographic identities in Toryglen. Busy routes like Aikenhead Road and Prospecthill Road were seen as barriers to this coherence as was the lack of informal streetscapes, car free social and play areas that allow residents to meet. Better permeability was proposed between these two areas, especially in terms of cycling and walking connections to take advantage of their proximity to each other and the amenities that each area has to offer.

Priorities identified include:

- Break down barriers/ improve connectivity and allow areas to breathe into each other
- Improve inclusivity and sense of belonging which is an issue in both areas, though for different reasons. Improve legibility for the areas for the local communities
- Prioritise safety and social use of local streets - promoting streets as living spaces, and relegating heavy vehicular traffic to peripheral routes

Cluster 4 - Pollokshields East, Eglinton Toll, Strathbungo and Shawlands

In reflection of participants local knowledge, this discussion focussed primarily on Strathbungo and Shawlands, touching only briefly on East Pollokshields. It was noted that these traditional areas had always operated as 20 minute neighbourhoods with a variety of amenities nearby and that care should be taken that this is not diluted by any further centralisation. In discussion the participants agreed that this area was the most indicative of a 20-minute neighbourhood, with good access to services amenities, transport and open space. The discussion then focussed on making the 20 minute neighbourhood better for all users, particularly in terms of accessibility with regards to pavements and streetscapes but also to the railway stations. The busy roads were seen as an issue, particularly in terms of through traffic and not visitors to the area, and there was a desire to promote the area as an “active travel” or a pedestrian first neighbourhood through bold moves like car-free days once a month. There was confidence in the area and a desire to try things out in the hope of identifying an agreeable solution and offering options for other areas to try out.

Priorities identified include:

- Make area accessible and welcoming to all, easy to travel around and easy to access public transport (railway especially)
- Active travel neighbourhood (LTNs) - focus on green spaces and car free spaces. Active travel dominant spaces with safe spaces to rest to make easier for residents to walk around
- Celebrate the existing assets but be bold to try new things, celebrate local creative culture and try new interventions with confidence

Scenario Workshop Discussions

Scenario 3 - M74 and City Wide Impacts

The Place Standard survey provided further evidence of the impacts of transport infrastructure, vacant and derelict land and antisocial behaviour for South Central neighbourhoods. In the scenario 3 sessions, we discussed what is required to address anticipated rates of progress with transport improvements and urban regeneration.

We asked, what if in 10 years...

- Through traffic continues at current or increased levels
- Recession has slowed down economic and urban regeneration
- Vacant land is partially re-occupied by poorly managed industrial and commercial uses
- Crime and anti-social behaviour has increased

Cluster 1 - Kinning Park and Tradeston

Discussion focussed on steps that could be taken to mitigate the impact of the M74 and M8 motorways, both behaviour change of drivers and physical interventions such as removing on-off ramps. It was recognised that vehicle traffic is likely to continue as a factor but that the co-existence of cars and people needs to be more carefully managed here where neighbourhoods are being heavily impacted. We also discussed threats to current economic models and catalysts for re-generation which could stop investment and lead to the arrival of detrimental uses further exacerbating the severance of communities, community safety and poor quality of the public realm.

Priorities identified include:

Linked action to address local impacts at a city-wide planning and transport level

- Test possibilities benefitting local experience such as removing on-off ramps
- Develop modal shift opportunities such as new bus routes for commuters
- Understand streets and how they can handle traffic/non-driver experience / place

- Action was sought between Transport Scotland, GCC and other key agencies to consider radical changes to road network at a micro/macro scale
- Stimulation of small scale economic regeneration and new capacity by allowing alternative pop-up uses, activity and meanwhile uses edging vacant and derelict sites during an anticipated economic downturn
- To build on and grow from vibrant uses in the area such as the Barclays development
- Facilitate short term uses that block or hinder degenerative uses
- Create an area that is a destination
- Public realm improvements to create attractive routes and public spaces throughout the area – the public sector should take the lead
- Infrastructure first - stimulating investment
- To improve liveability, safety, place quality

Cluster 2 - Laurieston, Gorbals and Oatlands

Discussion focussed on the characteristics of the southern industrial and un-regenerated parts of the areas. Also the dominance of traffic and transit infrastructure linking to the city centre. The Place Standard output had highlighted the negative characteristics of these areas and the scenario was only seen to further exacerbate these characteristics. Steps were discussed to improve active travel and to create safe and attractive routes such as along Eglinton Street/Laurieston Road, to address issues around underpasses, poor lighting, the barrier created by the City Union railway line and effective segregation between communities. Also facilitating new modes e.g. use of e-bikes. This would mean public realm investment alongside visual improvement e.g. to Cleland Lane arches. Activating sites along key routes would make a significant difference.

It was suggested that the Council look at whether the current 125% parking standard should be revisited towards car-free development, alongside further parking controls to address commuter on-street parking.



M74 - photo Morrison Construction

Priorities identified include:

- Pedestrian prioritised streets – moving away from car dominance. Further improve active travel. Qualitative improvement of the public realm, integral with green/blue infrastructure for flood risk management
- Parking controls – a more dynamic approach to kerbside controls and residents parking in new development
- Wholesale qualitative improvement of pedestrian areas to create high value opportunities, transforming the local area with more diverse businesses and destinations. Re-invent unused sites as pop up uses for community benefit

Cluster 3 - Toryglen, Govanhill and Crosshill

We discussed the severance of Toryglen from the dense urban streets of Govanhill and Crosshill, the dominance of 'big boxes' such as ASDA and Hampden Park that, alongside limited public transport and traffic volumes e.g. along Aitkenhead and Prospecthill Road, make North Toryglen a barrier for active travel accessibility. We discussed the need to bridge severance linking north (to Shawfield and the Clyde gateway developments) and east (to Govanhill) to stretch the role of initiatives such as the TRA model to improve in-between spaces like Eglinton Toll and Polmadie.

We discussed the potential of improving historic built assets in the area as a stimulus for further regeneration. Steps were discussed for the less affluent north of Govanhill, to realise the benefits of areas such as Crosshill Conservation Area (CA). Could increase in the CA help with the funding, restoration and repair needed? Could opportunities for community-led regeneration e.g. via Scottish Land Fund be further expanded? Assembling a list for 'of value' buildings was suggested in the role this can play, building on value for local history, sense of place and empowerment for communities to act.

Priorities identified include:

- Severance: Strengthen links of area NE to Shawfields/Dalmarnock and North to Laurieston to bridge severance.
- Traffic: Provide stepping stones of quality experience E – W to link Toryglen to Govanhill with

public transport improvements

- Dereliction > regeneration: Strengthen capacity/empower groups to seek funding and build on historic qualities/character of Govanhill. Build on strengths of existing groups and successful initiatives

Cluster 4 - Pollokshields East, Eglinton Toll, Strathbungo and Shawlands

Whilst it was hoped that COP 26 could prompt behaviour change and much needed reduction in car dependency, it was noted that the parking pressures in the area are exacerbated by population densities along historic tenemental streets not designed for cars. Recent moves towards car free housing were encouraging, using space otherwise allocated to parking unlocked for community use.

Discussion focussed on street level experience throughout the area for non-car users, counteracting the effect of severance from the city centre as well as better managing the impacts of traffic along arterial routes, with the South City Way tree planting a positive start. However a gear change was sought to improve the safety, attractiveness, activation and lighting of key routes via Tradeston and Laurieston to the city centre, bridging industrial areas, vacant land and motorway structures, to support active travel. Maxwell Road development was given as an example of how new street-facing development is improving pedestrian experience. A 'Living Streets' approach was discussed to improve accessibility to attractions such as Queen's Park across arterial traffic routes, with a move towards better located local centres built on initiatives such as the Bowling Greens in Pollockshields and the Albert Cross site.

Priorities identified include:

- Safe Streets for all. Comprehensive change to the street environment to make existing assets accessible for all – counteracting traffic corridors
- Well defined purpose and identity for new, less peripheral centres. Build on existing groups strengths/initiatives
- Linkage North into the city. Breaking down the barrier created across large industrial sites – active uses/better lit/better used

Emerging Neighbourhood Priorities

Priorities identified for Kinning Park and Tradeston at Workshop 1

Climate Emergency:

- Open up the river as a soft edge interwoven into adjoining neighbourhoods
- Review how future function of city centre will re-define role of these areas
- Soften the built fabric with landscape and playful spaces

20 Minute Neighbourhood:

- Prioritising people's experience of walking routes - make places sticky
- Incentivise the right developments in the area
- Greenspace is key to joining up areas - large parks and incidental spaces

M74 Motorway Severance and City Wide Impacts

- Review city-wide transport planning to reduce traffic and road infrastructure impacts on KP and T
- Incentivise small scale regeneration and meanwhile uses
- Public sector investment in public realm to improve local links including South to Pollokshields

Priorities identified for Laurieston, Gorbals and Oatlands at Workshop 2

Climate Emergency:

- Integrate water management into the urban fabric
- Build on successful participatory design of local improvements
- Strengthen public transport resilience for extreme weather

20 minute Neighbourhood:

- Improve East – West connections Restitch the key routes together by working with assets
- Flexibility and adaptability of workspaces is key to allow for growth and local led business development
- The experience of moving through the area is key: safe, accessible, green, space-to-breathe, space for citizens to use

M74 Motorway Severance and City Wide Impacts

- Improve public realm experience, overturning car dominance, adding blue/green infrastructure
- Strengthen kerbside parking controls and limit new parking.
- Create new business/investment opportunities and destinations e.g. rail arches.

Priorities identified for Pollokshields East, Strathbungo and Shawlands at Workshop 4

Climate Emergency:

- City wide/regional action to encourage modal shift and reduce car dependency
- Overcome structural and agency barriers to investment in green and active travel infrastructure
- Prioritise multi-functional blue/green infrastructure

20 minute Neighbourhood:

- Improve ease of movement and accessibility of public transport for all
- Prioritise active travel routes and linger spaces
- Celebrate the existing assets but be bold and try new things, celebrate local creativity, culture and try new interventions with confidence

M74 Motorway Severance and City Wide Impacts

- Re-prioritise street network for safe movement, linking to assets such as Queens Park
- Develop new centres, building on local initiatives
- Improve street level experience of link North to Tradeston



Priorities identified for Govanhill, Crosshill and Toryglen at Workshop 3

Climate Emergency:

- Improve E - W integration between communities with mutual benefit for resilience
- Culture change to break down agency barriers e.g. for installation of renewable technologies
- Prioritise nature-based solution in development

20 minute Neighbourhood:

- Break down barriers/ improve connectivity and allow areas to breathe into each other.
- Inclusivity and belonging – issue for different reasons in both areas, feeling of belonging, clear legibility of the area.
- Feeling safe in the streets/ the streets as living space- allowing for priorities of routes and different uses/ informal opportunities in other streets.

M74 Motorway Severance and City Wide Impacts

- Strengthen links NE and N to bridge M74 severance
- Improve E- W qualitative experience linked to public transport improvements in Toryglen
- Fund/empower local groups and initiatives to restore historic fabric

Elected Members Workshop

Introduction

Elected representatives of the areas covered by the South Central Local Development Framework (SCLDF) were invited to join a 2 hour online workshop session on 19th February 2021. The purpose of the session was to share and develop the outputs from earlier stakeholder workshops held in November 2020.

A provisional version of this report was issued to members for review in advance of the workshop. The presentations, discussion themes, feedback received and conclusions reached with stakeholders at the November workshops were discussed with members. This included brief outlines of the Place Standard survey output and the three scenarios that formed the prompts for the earlier workshops: Climate Emergency, 20 Minute Neighbourhood and M74 and City Wide impacts.

This was followed by dialogue with elected members to build on their further insights and local knowledge. Members feedback has been organised under each of the scenarios and questions discussed for ease of reference.

Scenario 1 Climate Emergency

With Respect to a Changing Climate - the drivers of change and its local impacts, what, from your perspective, are the key priorities for the areas included in the SCLDF?

Matters Raised:

- How we might go about treating the river as a 'soft edge' and what might that mean for the neighbourhoods along the River?
- There is a need to engage properly with people on our approach to climate change, we need to be honest/transparent about what targeting net-zero will mean for the average Glaswegian and the impact it will have on their day-to-day lives
- How can the city council embed policy into actions? Sometimes policies do not align and lead to mixed messages, for example removing trees for drainage improvements in one ward even though the message here is relayed that trees and green infrastructure are important
- Glasgow City Council have set a high goal with their

net-zero carbon/neutrality transition target. There is a real danger that this becomes regressive (e.g. moving from gas powered to electric powered will mean higher energy bills) and so we need to ensure in that it will be a just transition

- High-value, low-carbon job opportunities will likely emerge in strategic locations such as the Riverside Innovation Districts. Are all South-Central neighbourhoods well connected to these places? We need to be planning now how neighbourhood's like Toryglen are connected to these emerging and existing nodes of economic development to ensure a just transition
- The focus on the River Clyde is pleasing, but we should also remember there is an additional river within the area, the White Cart, which is an underutilised asset. It offers much in terms of nature-based solutions and biodiversity but has poor access at the moment and is not being fully utilised
- In the City Centre there are efforts to reduce the amount of urban space that is devoted to car parking. South Central neighbourhoods are just as adversely impacted, with a lot of precious urban space being taken up by cars. Would like to see this change, we could encourage car free developments or underground parking. The Southside could be an exemplar in this regard
- Flip side to this is that the displacement of cars in the City Centre has meant that more cars park in the Gorbals. Despite raising the issue for almost a decade, nothing changes, and it should be top of the agenda

Scenario 2 20 Minute Neighbourhood

With respect to neighbourhoods of short distances, what, from your perspective, are the key priorities for the areas included in the SCLDF?

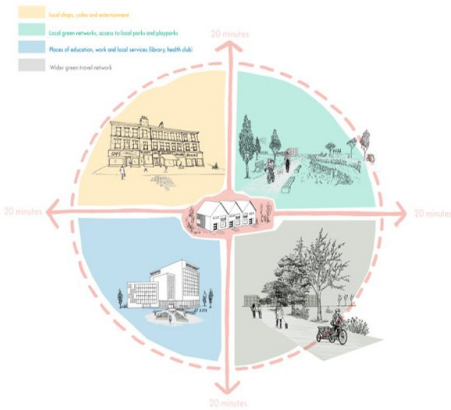
Matters Raised:

- Agree with the principles of the 20-minute neighbourhood and South Central has some good examples of what that might look like but we should not say that the city centre is over. It will remain as the primary location for job opportunities and so improving connectivity to the city centre should continue to be a priority for the area

Scenario 1: Climate Emergency



Scenario 2: 20-Minute Neighbourhood



Scenario 3: M74 and City Wide Impacts



- Local residents have noted that the Gorbals side of the river walkway is not as pleasant as the Northern side and requires more attention (often hear from Council Officers that there are subsidence issues that do not seem to be resolved)
- Toryglen has a social and spatial link with Mount Florida, this link should not be overlooked in relation to services and amenities.
- There are many divergences within Toryglen - between north and south, and differing issues for each, for example, the focus to the south is around housing association issues that have recently become a priority to resolve
- Aikenhead Road is a major barrier between communities. Prospecthill Road is also a barrier, severing the North from the services and schools in the South
- Many South-Central communities are almost 20-minute neighbourhoods already, however, pedestrian access and the quality of the public realm requires prioritisation, particularly from an accessibility perspective
- Queen's Park and the connectivity through and around it, is key. This suggests the possible incorporation of more of the area to the South-East of the Park within the LDF
- Need to ensure we are engaging with organisations that work with people/represent people in the community who do not own cars, cannot walk very far in 20 minutes due to disabilities / mobility issues and ensure that their needs are represented in any forward planning
- How does the 20-minute neighbourhood function for the less able? Does it need to be a 5 or 8-minute neighbourhood for those with impaired / restricted mobility?

Scenario 3 M74 and City Wide Impacts

With respect to issues regarding severance between neighbourhoods, dereliction and poor connectivity, what, from your perspective, are the key priorities for the areas included in the SCLDF?

Matters Raised:

- There is a need to review the interconnectedness of the

neighbourhoods with each other and the rest of the city

- The disconnection with and within Toryglen is caused by main roads, splitting the community and its facilities, services, schools
- Prospecthill Road is a key barrier between neighborhoods - there are no crossing points on large sections of the road, it is designed to prioritise traffic and pedestrian use /crossing is actively discouraged through barrier placement
- An improvement in road design principles is needed which removes barriers and prioritises pedestrian movement and safety

Key Priorities for the area to included in the SCLDF's

From a development perspective, what should be the key priorities for the areas included in the SCLDF?

The following points were shared but it was noted by members that while they were not necessarily the most important priorities, they were not covered in the previous discussions and are worthy of consideration.

Matters Raised:

- Waste management and planning for managing resources as practices will probably be quite different in 10 years time compared with those of today
- Recognition of the reality of financial constraints and the importance of partnership working between other agencies and organisations whether they are public, private or third sector
- The need to ensure the provision of good quality, locally accessible recreation for younger people, to recognise the co-benefits this can bring
- There is a need for timelines for action of each of the aspects covered in the discussion
- Quality of workmanship on projects and life cycle maintenance of works should be addressed

A&DS Analysis and Conclusions

The discussion at the four scenarios workshops and with elected members has considered the resilience of South Central neighbourhoods. This has been addressed in terms of future shocks (Climate Change/Recession); it has tested capacity for more self-sufficient communities (20 minute neighbourhood) and it has considered steps to address the impacts of major transport corridors and severance between communities. Several pointers have emerged from the Scenario discussions to inform planning for the future resilience of these communities.

Some pointers were recurrent across several neighbourhoods whilst others were more specific to individual neighbourhoods.

Improve Interaction with the City Centre

Further investigation is required into how the future functions and role of the city centre will influence adjoining South Side areas. In any case connectivity needs to be improved, physical links strengthened and qualitative issues addressed such as the Gorbals side of the river walkway.

Public Transport Accessibility

Whilst public transport access is good in many neighbourhoods, issues were identified around the number of bus stops, safety and access for all at entrances to stations. In addition, resilience in extreme weather events and limited public transport accessibility in Toryglen were also identified.

Links Through

Several neighbourhoods were considered severely disconnected from one another both physically and perceptually, affecting walkability, safety, access to services and public transport. Improved N-S connections were suggested to bridge across the M8/M74, rail lines, industrial areas, vacant and derelict land. Improved E- W connections to Toryglen (such as Prospecthill Road) were also proposed and improved links for adjoining neighbourhoods north and south of the M74 (such as Aikenhead Road).

Culture Change: Roads Infrastructure

Severe impacts of major transport infrastructure on local communities were noted. These range from the proximity of people to large traffic volumes (generating noise/air pollution) through to the barriers created by the infrastructure of transport corridors, the impacts of commuter traffic passing through local streets and the cluttering effect of on street parking. Aikenhead Road and Prospecthill Road were mentioned as particular examples. A high level review at a city-wide and regional scale, to consider how to reduce traffic volumes coming in to the city should be progressed. This could be linked to the development of City Development Plan 2. This will help identify measures to support modal shift e.g. new bus routes to incentivise culture change, shifting reliance on private cars and equity for non-car users. This may also consider opportunities to remove structures detrimental at street level such as on-off ramps (as affecting Kinning Park/Tradeston). Reduced parking and strengthened parking controls were suggested in Laurieston and Gorbals in particular.

Improved High Streets, New Local Centres

This came up frequently as a response to traffic impacts - the need to create safe and attractive streets that work better for local needs and accessibility for all. To support thriving high streets, attractive local centres and access to local facilities and assets, counteracting the impact of arterial routes. The fostering of new better located local centres was requested in Pollokshields East in particular.

Creative Flood Mitigation and Prevention

Bringing multiple benefits of integrated water management, alleviating the potential heat islands effects and providing attractive natural corridors. was suggested as supporting a step change and providing a creative response to flood prevention measures. These would help mitigate the impact of climate change on vulnerable communities, with a particular focus on neighbourhoods bordering the Clyde.

New and Improved Parks and Open Space

Improvement of new and existing green space, green networks and incidental spaces was proposed, particularly where it is missing such as in Tradeston and Laurieston. Improved provision of good quality, locally accessible recreation for younger people, to recognise the co-benefits this can bring. Improved waste management facilities.

A Culture Change Towards a Whole Place Approach to Climate Change

At a professional officer and key agency level culture change was considered necessary to improve uptake and investment in renewable technologies and the adaptation of roads infrastructure to include nature-based solutions.

Public Realm Investment

Wholesale change and public investment was suggested as being required in many areas, to improve the quality and experience of local movement networks, to improve safety and attractiveness of routes, and to link to facilities, employment sites and local assets such as parks and open space within 20 minute neighbourhoods. This is under threat both in areas of severance, along arterial commuting routes and in unsafe parts of some areas such as Kinning Park, Tradeston, Laurieston and the north edge of Pollokshields and Govanhill.

Activating Routes

Actions were suggested to incentivise and catalyse small scale regeneration to create pop-up activity and destinations at the edges of vacant sites providing activity along arterial routes that are important for improving connections across the M74 corridor and preventing degeneration. This could be within rail arches or as meanwhile uses prior to economic upturn and future development. Other suggested economic actions were to provide for flexible workspace to support the growth of local businesses (Laurieston, and Gorbals and Oatlands).

Empowerment, Participation and Local Identity

Building on the successes of community empowerment and participation as part of investment in housing (Charettes/ TRA sites) or the strengths and creativity of local groups in attracting investment in community projects, empowerment was seen as essential to sustain local improvement and local identity.

Stretching Current Initiatives

Maximise the benefit of investment e.g. in the Barclays development, TRA sites and housing regeneration to improve adjoining public spaces, open and green space and active travel routes linking to adjoining communities, facilities and public transport.

A&DS Analysis and Conclusions

Reflections

The pointers which emerged from the workshops discussions will help guide the Spatial Strategy Team with the preparation of the Glasgow South Central Local Development Framework. The pointers can also be be used to inform place based approach including Council led cross-service initiatives, and a wider place leadership role.

Actions that could be addressed via the Glasgow South Central Framework and associated action plan:

- Improve interaction of South Central with the city centre
- Improve links between communities - bridging severance east-west and north-south
- Culture change to reduce impacts of traffic and roads
- Improved public transport accessibility, particularly in Toryglen
- Improved high street vitality, non-driver accessibility and new local centres
- New and improved parks and open space, particularly in Tradeston and Laurieston
- Public realm investment – improving the walking experience between and within neighbourhoods
- Activating of routes through new development
- Stretching the benefits of current initiatives such as TRA sites outside the ‘red line’ boundary
- Creative flood mitigation and prevention – including more blue and green infrastructure integrated in to new and existing developments
- Climate change culture change:A culture change to support a whole place approach to planning for climate change: new and aligned professional skills
- Support empowerment, participation and local identity

Appendix I Scenario Workshop Participants and Agenda

Participants

Marzanna Antoniak	Govanhill Housing Association
Katie Bain	Nature Scott
Gordon Barbour	Wheatley Group
Alison Brown	Clyde Gateway
Ewan Curtis	Glasgow City Council
Chun Cheung	Glasgow City Council
Gillian Dick	Glasgow City Council
Devon DeCelles	Historic Environment Scotland
David Drummond	Glasgow City Council
David Dunlop	Glasgow City Council
Raffaele Esposito	Glasgow City Council
Matthew Finkle	Glasgow City Council
Bill Fraser	The Pollokshields Trust
Gordon Gibbons	Glasgow City Council
Lucy Gillie	South Seeds
Kenneth Harris	Glasgow City Council
Deryck Irving	Green Action Trust
Gemma Jennings	Urban Roots
Kevine Kane	Strathbungo Society
Janet Lamb	Pollokshields Heritage
Neil Moran	Glasgow City Council
Ian McCall	Paths for All
Stephen McGowan	Glasgow City Council
Lisa McLaughlin	Shawlands BID
Clare McIntyre	Kinning Park Complex
Frazer McNaughton	Nature Scott
Cheryl McNellis	Glasgow City Council
Emma Morton	Glasgow City Council
Niall Murphy	Glasgow City Heritage Trust
James Murray	Glasgow City Council
Alexander Paterson	Glasgow City Council
Marc Queen	Glasgow City Council
Mic Ralph	Glasgow City Council
Toni Tochel	Shawlands and Strathbungo CC
Fatima Uygun	Govanhill Baths
Eddie Ward	Glasgow City Council
Emily Wadsworth	Green Action Trust
Dave Zabiega	Govanhill Community Development Trust

Facilitators

Johnny Caddell	Architecture & Design Scotland
Heather Claridge	Architecture & Design Scotland
Laura Hainey	Architecture & Design Scotland
Timon Moss	Architecture & Design Scotland
Karen Ridgewell	Architecture & Design Scotland

Glasgow City Council Spatial Strategy Team for South Central LDF

Michael Ward	Glasgow City Council
Zeba Aziz	Glasgow City Council
David Grant	Glasgow City Council
Joseph Harvey	Glasgow City Council

Agenda

Introduction and Overview of the Area	GCC/A&DS
Workshop Protocols	A&DS
Scenario and Persona Workshops	A&DS
Scenario 1 Climate Emergency	
Scenario 2 20 Minute Neighbourhood	
Scenario 3 Motorway Severence/ City Wide Impacts	
Workshop Priorites Dissemination	A&DS
Feedback and Q&A	All
Next Steps	GCC
Feedback Questionnaire	A&DS

Appendix II Workshop Structure

Opening Session

A presentation by A&DS on Place Planning for Decarbonisation was followed by an introduction to the neighbourhoods by Glasgow's Spatial Strategy Team. Officers explained the responses received through the Place Standard survey including local perceptions for each area and highlighting:

- assets in each area what's good
- opportunities for improvement what's bad
- and ideas for change what's needed

Scenarios Breakout Rooms

Parallel group discussions in breakout rooms then focused on the three scenarios- with each scenario a prompt to consider spatial changes required within a 10, 20 or 30 year time horizon.

Breakout rooms discussed a series of prompts and questions to test each scenario before converging on priorities for change in the area. We discussed the impacts the scenario would have on the area, what needs to change? We discussed how this might be planned for or mitigated against including options and benefits, consequences of not planning for this and what a successful outcome would look or feel like?

Plenary Session

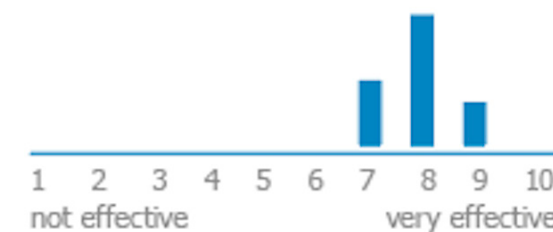
We came back together for each group to then feed back on three priorities for change. These were then reviewed by the chair with crossovers and alignments identified across themes. This was followed by final questions and a wider group discussion.



Online Scenario Workshop. photo by A&DS

Appendix III Evaluation Feedback

How effective were the workshops in highlighting issues relevant to Glasgow South Central neighbourhoods?



One key benefit of participating in the workshop was...

- Hearing from locals about local issues - I work in Glasgow but live elsewhere
- Obtaining the views of a range of partners
- Getting to know more about local issues and getting a better understanding of an area
- Understanding what GCC understood about the areas
- Demonstrating the potential of MS teams as a tool for engagement - I didn't know it could manage workshop sessions so successfully.
- Exchange, seeing some of the charts
- Being able to have discussions with people that I do not normally see.
- Finding out the assumptions people who don't live in the communities discussed are prepared to offer for discussion
- Confirmation that our 2016 charette outcomes were still valid but had lacked support in the interim
- Hearing about non housing proposals for areas

What one change would have improved your experience of the workshop?

- Meeting in person
- Probably a bit longer workshop sessions to really thrash out the issues,
- Focus more on short and medium terms aims. I know it was the purpose of the exercise to look at the long term, but that became somewhat pie-in-the-sky
- The workshop was held the best way possible due to the current restrictions
- A larger number of participants in my group. This would help open up the discussion further.

One thing I know now that I didn't know before...

- There are others who also think we have to make our area more pedestrian friendly however car journeys to town centres are still very important and necessary for many people
- I now have better insights into the plans for the area where I work.
- East Poll is new to LDF; we never understood why we were excluded. LDF is important as a reference in preparing our Local Place Plan (when funding available)
- The valuable research undertaken within Carbon Conscious Places - I intend to read this more thoroughly in the next few days and how fragmented and siloed different communities in Govanhill may be
- The strength of desire for a community focus for East Pollokshields
- I didn't realise the Govanhill and Toryglen areas were considered together, I always thought Govanhill fitted with the other tenement areas on the west side.
- Some of the specifics about buildings and assets that mean a lot to the community
- Parking issues in Govanhill

Appendix IV Themes

Background themes informed the topic focus for the Scenario sessions at all four workshops. These were identified by A&DS and the Spatial Strategy Team, following the earlier spatial analysis and Place Standard consultation.

Scenario 1 - Climate Emergency

Adaptation Triggers

- Local temperature increase 3 - 4.5 degrees
- Flooding - resulting from frequent spells of intense precipitation

Mitigation Triggers:

- Glasgow meeting its target of becoming a carbon neutral city by 2030
- Meeting global target of capping global warming at 1.5 degrees

Solutions

- Local greening to reduce impact of urban heat islands
- Flood management through introduction of nature-based solutions
- Investing in and incorporating use of renewable energy in built-up areas
- Behaviour change - to promote adoption of low carbon options for living, travelling etc.

Scenrio 2 - 20-Minute Neighbourhood

- Walkability
- Local Infrastructure
- Density
- Local Economy
- Wellbeing
- Carbon conscious
- Child and Aged friendly places (the 8 - 80 rule)
- Flexible workplaces

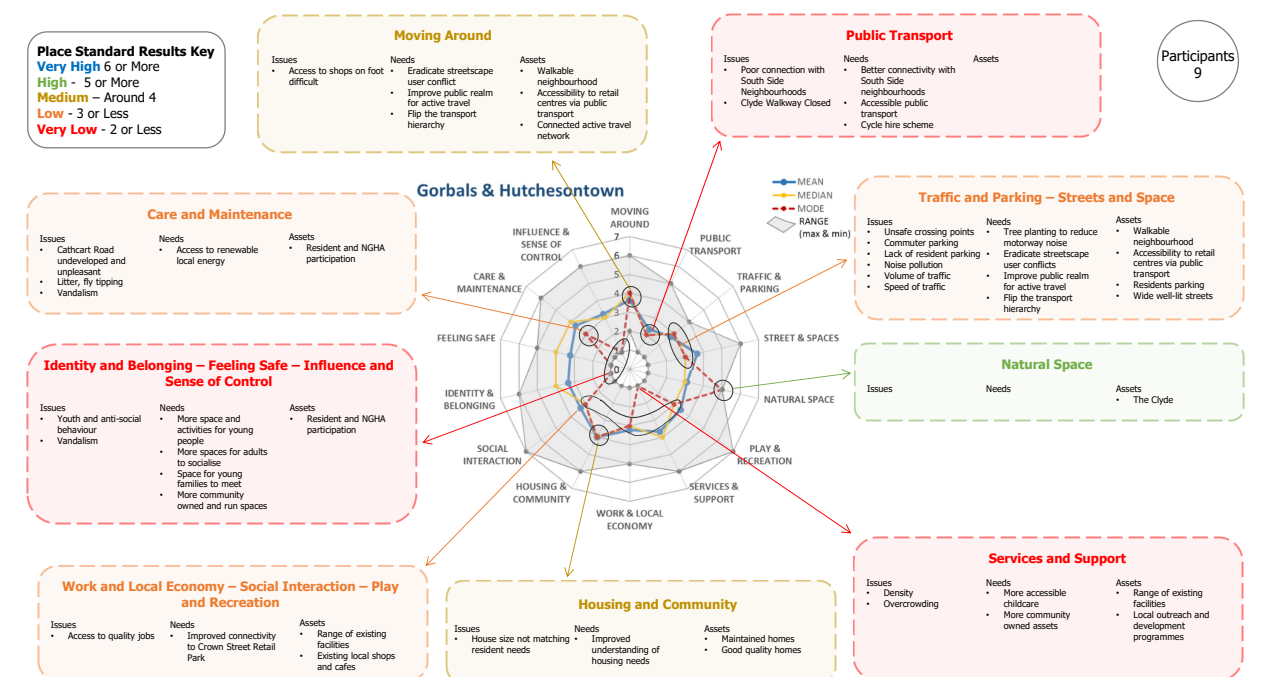
- Technological conveniences - remote working, delivery etc
- 20 minutes – walking, cycling, public transport or by car?
- 20 minutes- what is the average walking speed of an adult by age / ability – what distances does that translate to?
- Ability to walk also defined by other factors – physical environment, weather, etc.
- Do you live within 20 minutes of something?
- What more would you want? Need vs. desirability
- Can everything ever be in reach? Does it need to be?
- Where are the inadequacies and for whom?
- “Think of proximity, liveability and community as better translation of the 15 min idea”

Scenario 3 - M74 and City Wide Impacts

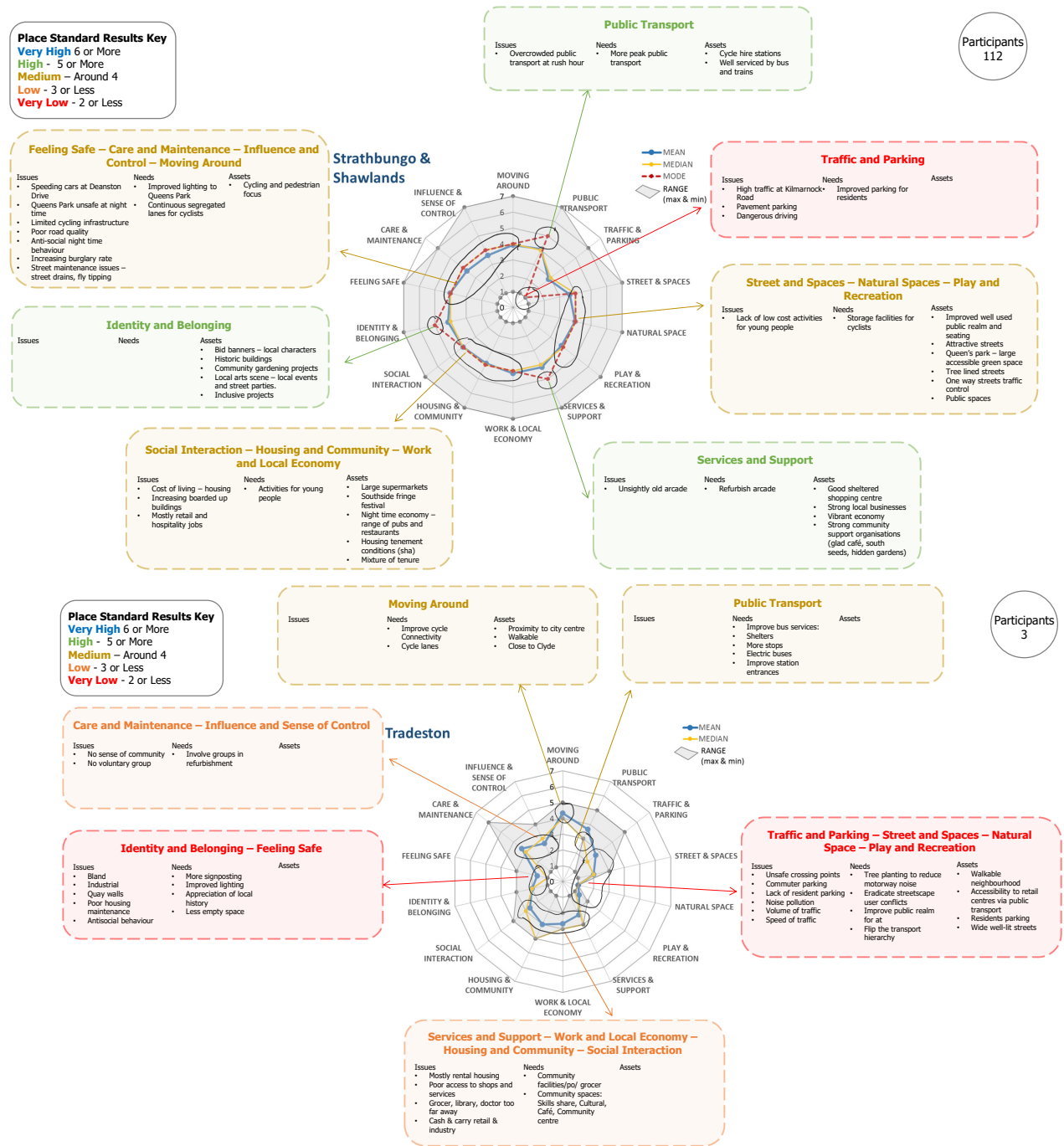
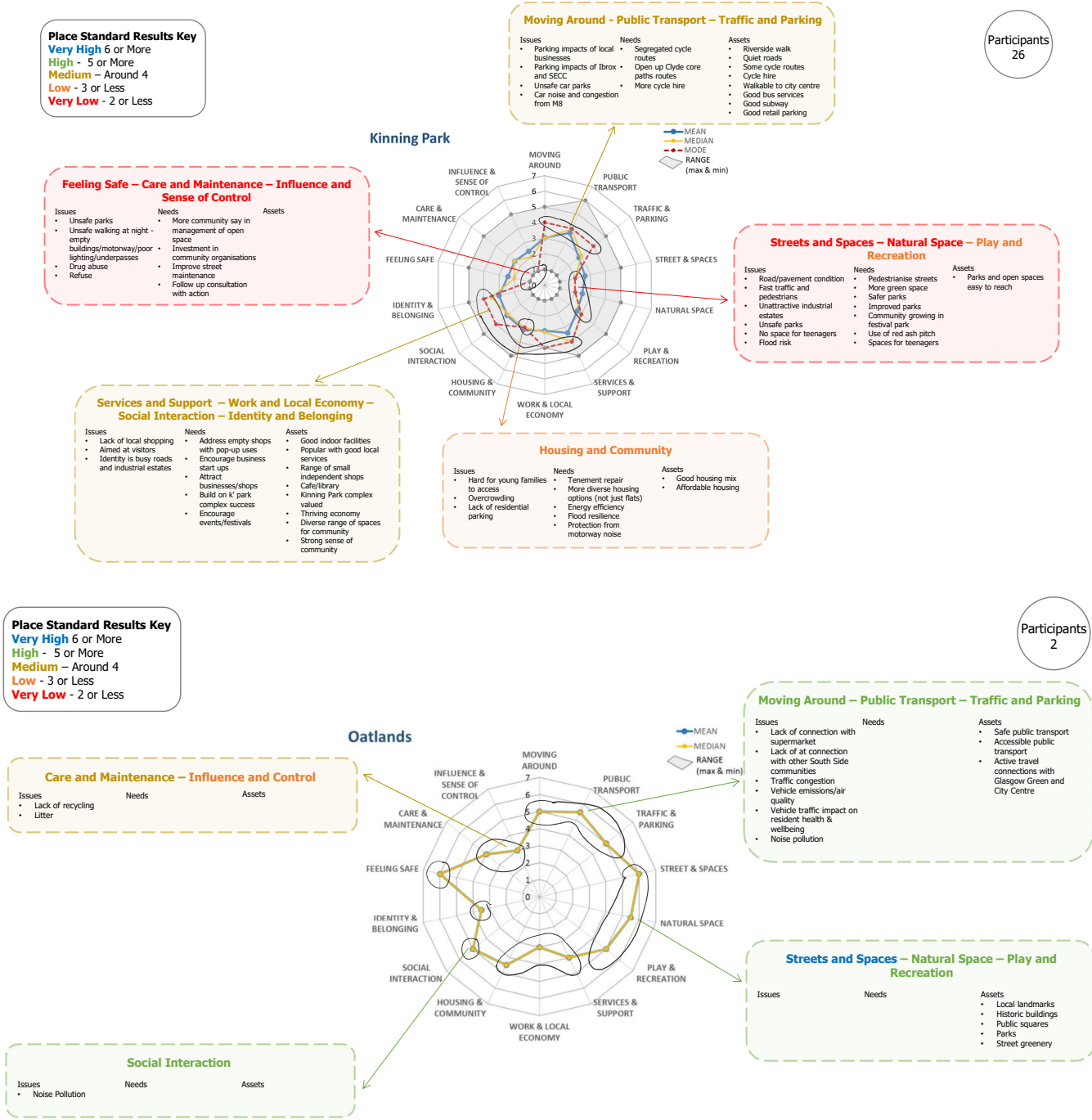
- Severance - between neighbourhoods and services created by major networks (both motorways and railway lines for the South Central neighbourhoods)
- Urban repair
- Re-connection – public realm improvement around underpasses, road linkages
- Vacant land
- Regeneration
- City wide traffic and transport
- Crime and anti-social behaviour
- For south-central LDF – key issues around Eglinton Toll area

Appendix V: Place Standard Analysis

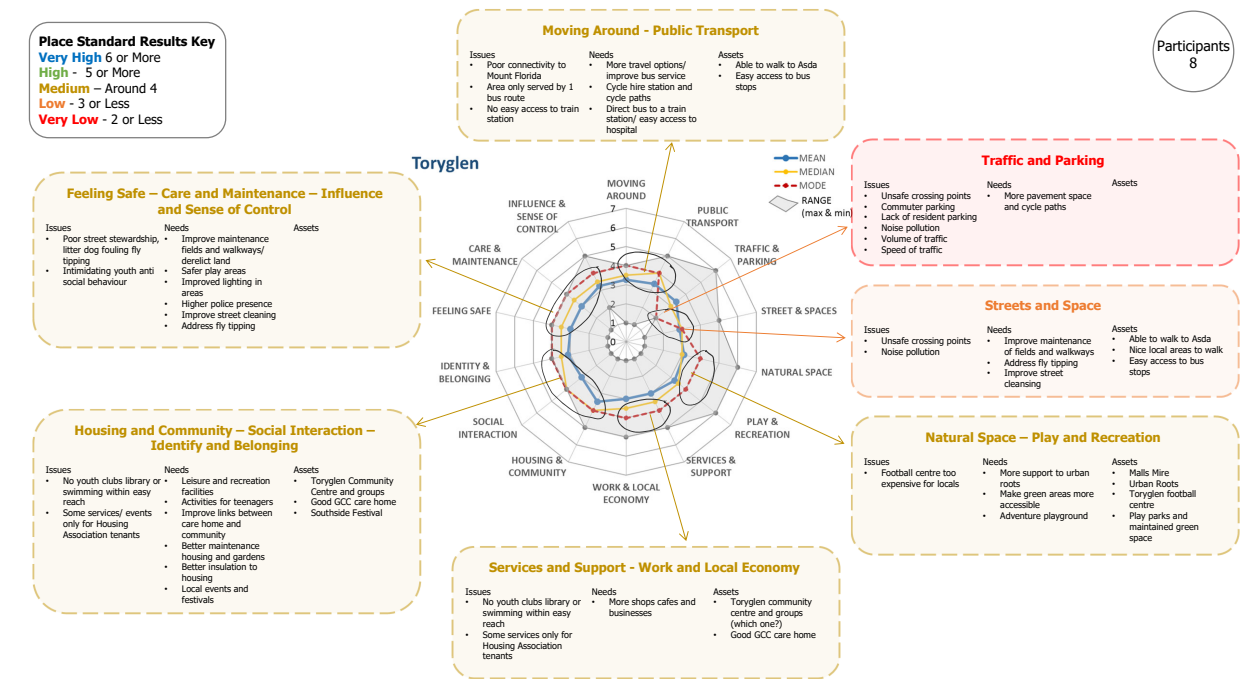
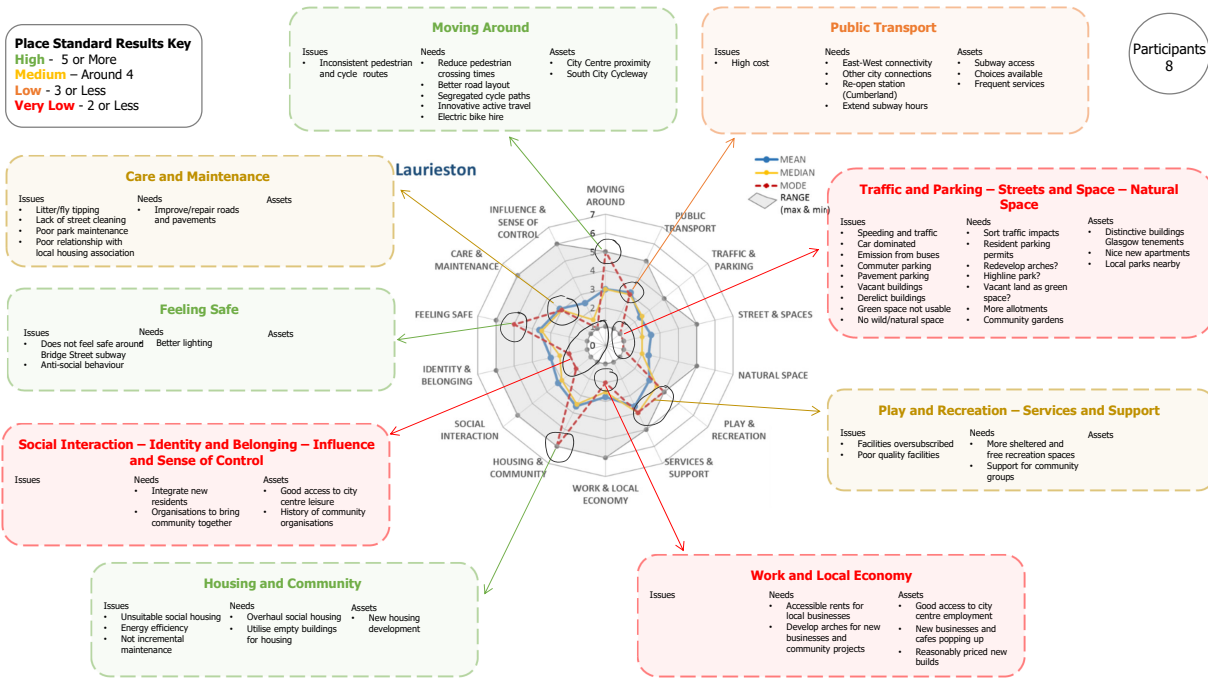
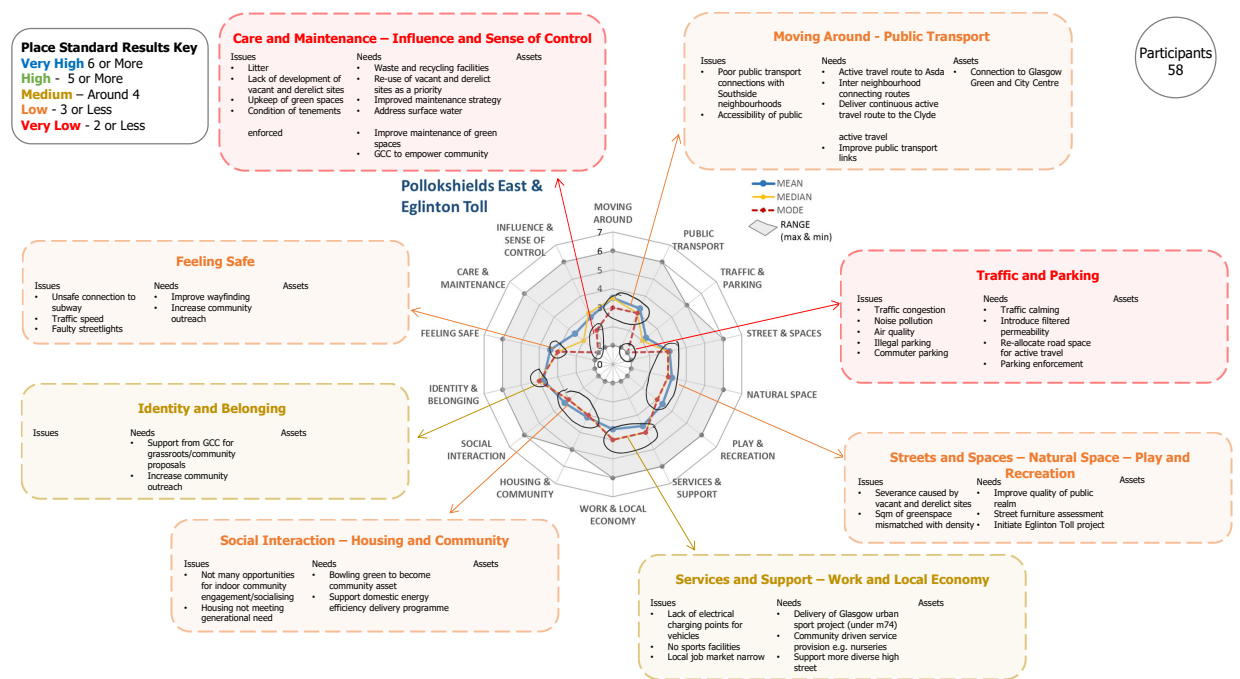
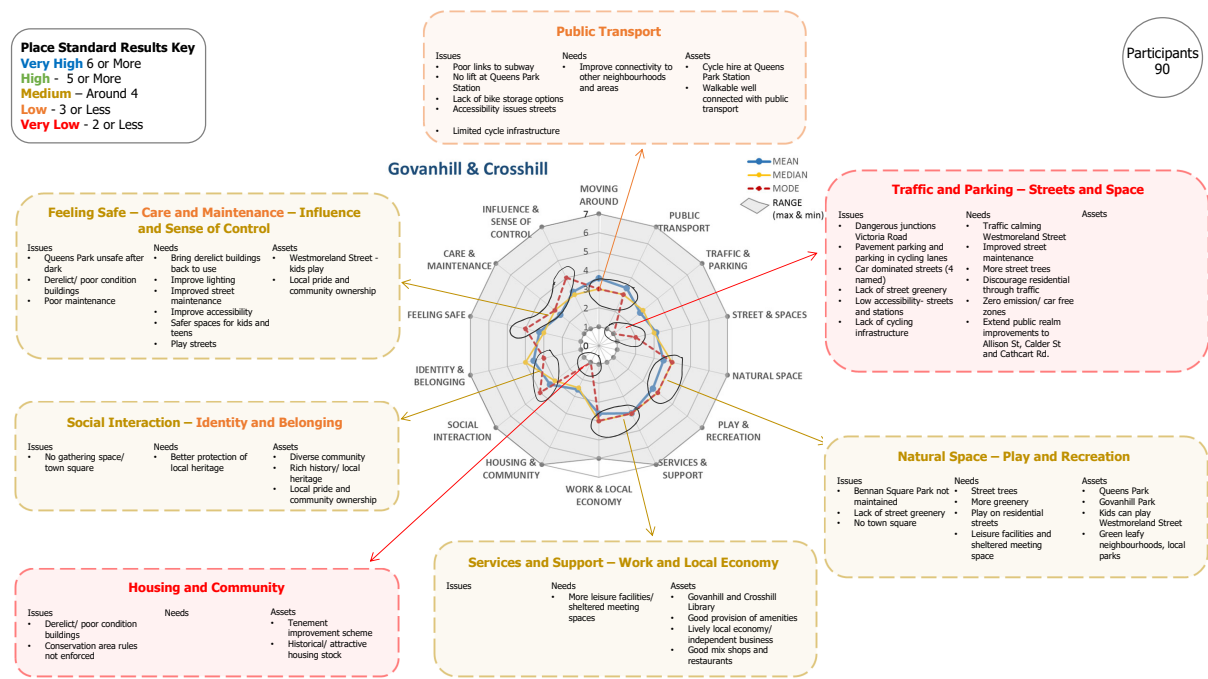
The response received from the June 2020 Place Standard survey was used as baseline for discussion and to inform prioritisation during scenario workshops.



Appendix V: Place Standard Analysis



Appendix V: Place Standard Analysis



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